



International Civil Aviation Organization
Fourth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA/04)
 Miami, United States, 19 - 21 October 2011



Agenda Item 5: RASG-PA Plan of Activities for 2012
5.1 Third Pan American Aviation Safety Summit 2012

THIRD ANNUAL PAN AMERICAN AVIATION SAFETY SUMMIT

(Presented by the Secretariat)

SUMMARY

One of the primary objectives of the Regional Aviation Safety Group – Pan America (RASG-PA) is to coordinate, develop and implement mitigation strategies focused on the top aviation safety risks in the NAM/CAR/SAM ICAO Regions.

In April of 2010, in collaboration with ALTA (Latin American and Caribbean Air Transport Association) and with additional support from ANAC, the Brazilian aviation agency, the First Pan American Aviation Safety Summit was held in Sao Paulo, Brazil, with the goal of improving aviation safety in the region through a coordinated, focused and data-driven approach.

As a result of the first successful Summit, the Second Annual Pan America Safety Summit was held in Mexico City, Mexico, in June of 2011 in collaboration with ICAO, ALTA and additional support from the Mexican DGCA. The second Pan American Aviation Safety Summit was equally successful and the RASG-PA Executive Steering Committee (ESC) has endorsed the Third Pan American Aviation Safety Summit, which is being scheduled for June of 2012.

References:

- Report of the RASG-PA/03 Meeting
- Report of the RASG-PA ESC/09 Meeting.

**Strategic
Objective**

*This working paper is related to Strategic Objective A
– Safety*

1. Introduction

1.1 During the second RASG-PA annual general meeting held in Bogota in November of 2009, a workshop was conducted to develop and prioritize recommended safety risk mitigation actions. As a result of this process, training was identified as a mitigating factor for aviation risk areas, and it was agreed that training needed to be a top focus for RASG-PA. RASG-PA members then ratified a decision to hold the first RASG-PA Aviation Training Conference in 2010.

1.2 With the support of ALTA and ANAC (who agreed to host the conference in Sao Paulo, Brazil), the event was renamed the “First Pan American Aviation Safety Summit,” and was scheduled for April of 2010.

1.3 The Summit agenda was developed into a Safety Conference featuring top level safety experts from the region’s key aviation organizations and companies, which not only provided workshops focused on RASG-PA safety initiatives, but would also discuss and harmonize aviation initiatives in the region.

1.5 Over 200 participants attended the first Summit, which included top experts and executives from ICAO, ANAC, FAA, ALTA, IATA, IFALPA, AIRBUS, BOEING, EMBRAER, TAM and GOL airlines. The Summit also provided an overview of the region’s safety statistics and current RASG-PA initiatives underway to enhance flight safety.

1.6 As a result of the success of the 2010 Summit, the RASG-PA Executive Steering Committee, along with key aviation organizations in attendance, adopted a declaration to continue enhancing aviation safety in the Pan America region.

2. 2011 Pan American Aviation Safety Summit

2.1 During the RASG-PA ESC meeting in August of 2010, ALTA provided a presentation of the survey results received from the First Pan American Aviation Safety Summit. The presentation showed that a majority of the participants would attend a safety summit the following year, and the respondents considered it a very productive effort.

2.2 Based on this presentation and the success of the 2010 Summit, the ESC agreed to support the Second Pan American Aviation Safety Summit in June of 2011.

2.3 More than 250 attendees participated in the Second Pan American Aviation Safety Summit in Mexico City, Mexico, including civil aviation authorities from 32 States, and executives from more than 25 airlines.

3. 2012 Pan American Aviation Safety Summit

3.1 The Pan American Aviation Safety Summit has become part of RASG-PA's programme to work with States and other stakeholders in the region to continue improving aviation safety through a coordinated, focused and data-driven approach. This effort has been endorsed unanimously by key aviation industry organizations in order to mitigate the risk of the top three identified areas in the Pan American region: runway excursions (RE), loss of control in flight (LOC-I) and controlled flight into terrain (CFIT).

3.2 As a result of the successes in bringing together regional stakeholders during the Pan American Aviation Safety Summits, the RASG-PA ESC has unanimously endorsed the Third Pan American Aviation Safety Summit, tentatively scheduled for 19 to 21 June 2012, in Bogota, Colombia.

4. Suggested Action

4.1 The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) participate in 2012 Pan American Aviation Safety Summit by sending appropriate aviation safety personnel;
- c) provide financial support or in-kind support to ensure the continued success of this event; and
- d) provide relevant agenda items or topics to be included in 2012 Summit.

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